

CLASSIFICATION SECRET, CONTROL - U.S. OFFICIALS ONLYCOUNTRY East Germany

REPORT

TOPIC Oranienburg Airfield

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

50X1-HUM

DATE OBTAINED

DATE PREPARED 15 September 1953

REFERENCES

PAGES 3ENCLOSURES (NO. & TYPE) 2 - two sketches with legend

REMARKS

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1. Between 11 and 28 July 1953, [ ] the new lane connecting runway 1 and taxiway 2 at Oranienburg airfield ran parallel to Kirkenallee. Runway 1 was about 2,500 meters long, runway 2 about 1,300 meters and taxiway 1 about 950 meters. [ ] a sketch of the course of the runways and taxiways. 1

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2. From 14 through 20 July, the main runway of the field was being mended. Concrete work on the taxiways was completed, except for a small stretch of the drainage ditch on the two sides of the taxiways. Twenty-four aircraft revetments and 10 hardstands were completed. The aircraft revetments were being painted with a camouflage paint. Other aircraft revetments were scheduled to be constructed. Construction workers were continuously detached from the field to Schorfheide airfield. Preparations were being made to ship construction machinery to other installations.

3. The hangar at the northern edge of the installation was being repaired and it will probably be used as a repair hangar. Construction work on a fuel dump was being started in the northeastern corner of the field.

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4. Lieutenant Colonel Romanenko (Pau), a member of the Soviet construction headquarters, is stationed here and has his office and billets in the former Hans Schemm Schule in the Weisse Stadt, restricted area.

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5. From 20 July through 2 August, construction work on the runways and taxiways as well as aircraft revetments and buildings continued at the field which was still unoccupied. Blasting operations were observed on 29 and 30 July. [ ]

[ ] defective sections of the runways and taxiways had been repaired. On 2 August, [ ] barrels along the southern portion of the runway. The newly built section of the runway had been painted green. Eight aircraft revetments were seen on the southern taxiway. Two of these revetments had already been given a coat of camouflage paint. Concrete mixing machines were seen in operation just north of the aircraft revetments. Six aircraft revetments were seen at the corner formed by the canal and the former road to Antorienhof. Narrow-gauge field railroad cars, rails and construction machinery were stored in the corner between the canal and the railroad line to the north of the field. A sandfield had been built around the large hangar. The field was lighted by searchlights at night.

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6. Repair work on the runway of the field continued between 21 and 24 July. Sections of the taxiway and the northern portion of the runway had been provided with a coat of camouflage paint. In late July, the painting of the northern section of the runway was suspended because cracks had formed there. Defective sections of the runway were blasted; these operations continued in early August. In spite of these troubles, the runway was to be accepted by the Soviet Occupation Power on 15 August. The painting of the taxiways continued. Damage was also noticed on the southeast-northwest runway. 50X1-HUM
7. About 11 a.m. on 13 August, a Soviet single-engine high-wing monoplane landed at the field. A Soviet colonel, whose cap had a green ribbon, left the plane. He inspected the field and left again after two hours. The Soviet major who controlled construction work at the field and who had escorted the colonel declared that the runway would be accepted on 17 August. The repair work on the main runway was completed as early as 13 August. After 21 July, work on the construction of new aircraft revetments was suspended. The painting of these revetments continued. 1 50X1-HUM
8. Excavation work was under way at the fuel dump in the northeastern corner of the installation from 21 through 24 July. Concrete mixing machines were seen there. In early August, the construction plan for the new fuel dump. By 15 August, the containers for the new installation had not yet arrived. 2 50X1-HUM
9. In late July, only about 300 construction workers remained at the field. The other workers previously employed on the project were sent to Saxony, Anhalt, Schorfheide and particularly to Dessau. In early August, more construction workers were transferred to Fuerstenberg on the Oder River. About 10 August, all the construction machinery and narrow-gauge field railroad equipment was shipped to Leipzig. 50X1-HUM 50X1-HUM
10. In early August, reconditioning work on buildings of the Weisse Stadt restricted area continued. There was no change in the status of the restricted area. Motor vehicles seen there included trucks sedan and jeep 50X1-HUM
11. Between 29 July and 7 August, minor detonations were heard from the field on several days. the defective sections of the runways and taxiways at the installation had to be blasted and repaired. 50X1-HUM 50X1-HUM 50X1-HUM
12. On 30 July, Major Egoryev (fnu), supply officer of the air force units stationed in the Weisse Stadt restricted area in Oranienburg, arrived by truck at the Oranienburg construction bureau of the special construction bureau from Eberswalde and checked on estimates of cost for repair work on Hans Schemm Schule. 250 to 300 air force personnel, construction and ground personnel, were stationed in the air force section of the Weisse Stadt restricted area. Most of these air force soldiers were quartered in Hans Schemm Schule. Truck was observed in front of the school. On 4 August, air force trucks were seen in front of the school. 50X1-HUM
13. On 8 August, a Soviet commission was expected to arrive on 17 or 18 August for the acceptance of the field. All runways and taxiways a total area of about 200,000 square meters, were provided with a coat of black, green and brown camouflage paint. Aircraft revetments were also painted in the same way. 50X1-HUM
14. "Kech Werder" and "Kech Wittstock" which both worked for the air force were deactivated. "Kech Eberswalde" was in charge of the air force project in Oranienburg.

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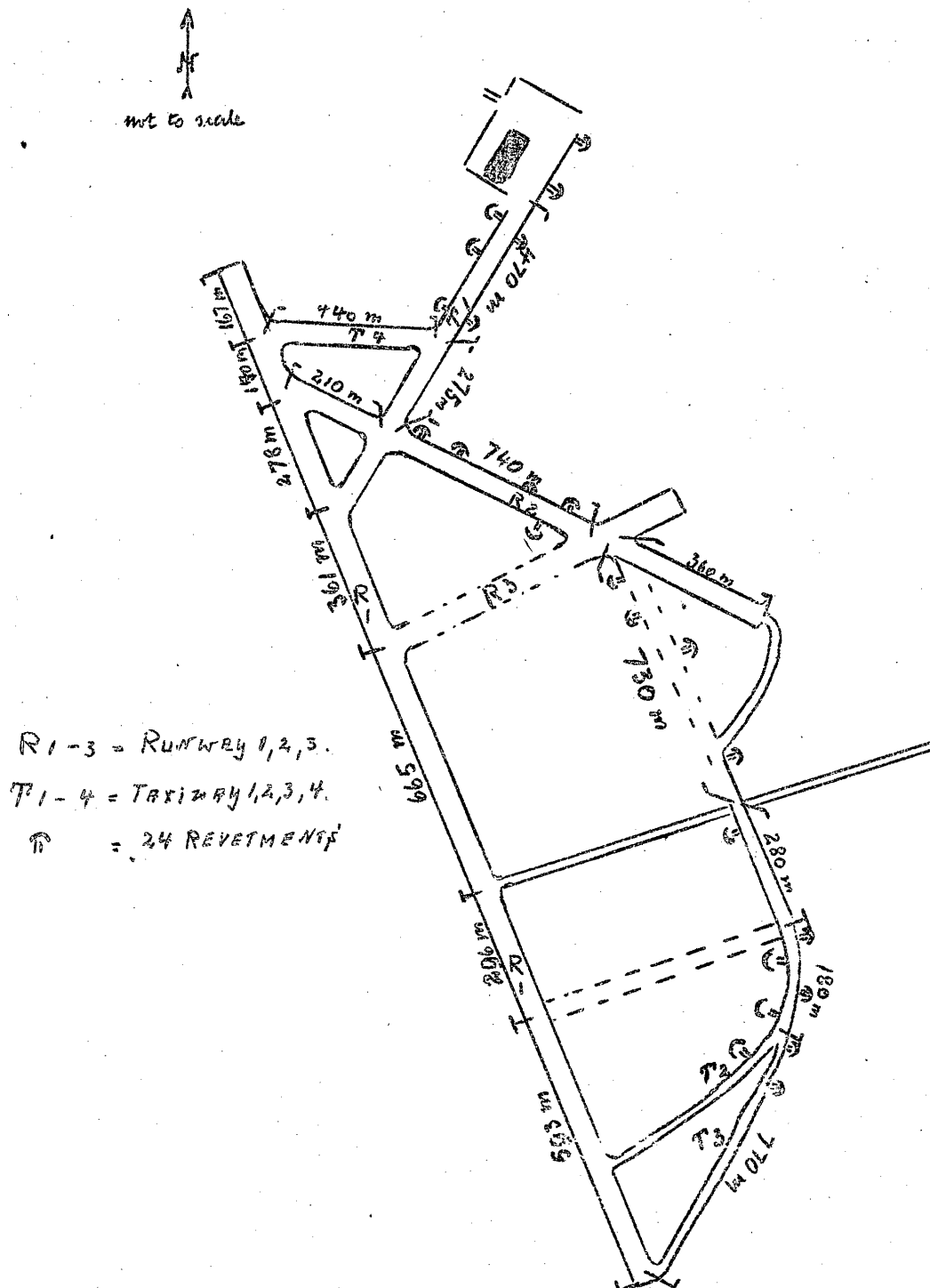
15. [redacted] after 17 June, all aircraft were 50X1-HUM  
with-drawn [redacted] which was stationed near Cottbus. 50X1-HUM  
Only theoretical training and close order drill were given to the unit after  
17 June. 50X1-HUM
16. From 5 through 12 August, construction work continued along a normal pattern  
at the field. The taxiways, on which work was still being done, were lighted at  
night. A wooden observation tower 10 to 12 meters high was being constructed  
beside the hangar in the northern portion of the field. The watch tower previous-  
ly located in the middle of the installation had been dismantled. On 6 August,  
[redacted] 24 aircraft revetments at the field. The space between the con-  
crete slabs of the revetments was filled with stones and gravel and topped with  
sod. The revetments were provided with a coat of camouflage paint. Between 9 and  
12 August, an excavator was at work in each of the two revetments west of the  
Wilhelmstal Estate. The excavated sand was being removed by means of a conveyor  
belt to the rear of the revetments, which were being connected to the taxiways  
by concrete lanes. The distance between the revetments and the taxiway varied  
from 30 to 50 meters. 50X1-HUM 50X1-HUM
17. Between 9:30 a.m. and 10 a.m. on 6 August, a MiG-15 approached the field at a  
low altitude. The landing of the MiG could not be observed. About 10 minutes  
later, another MiG-15 was seen at low-level flight over the installation. [redacted]  
[redacted] this aircraft landed, because the same maneuver was repeated some  
time later. 50X1-HUM 50X1-HUM
18. On 9 August, Oranienburg airfield was unoccupied. [redacted]  
[redacted] Hans Schemm Schule in the Weisse Stadt restricted area quartered  
Soviet technical personnel which were said to be under the command of Lieutenant  
Colonel Romanienkov (fnu). 50X1-HUM  
50X1-HUM
1. [redacted] Comment. [redacted]  
[redacted] For sketch of taxiways and runways at the field, see 50X1-HUM  
Annex 1. The measurements given indicate the over-all length of the runways  
and taxiways. The figures mentioned represent approximate values except for the  
data on the main runway. It is noteworthy that both taxiways and runways and air-  
craft revetments will be provided with a coat of camouflage paint. Major Egoryev  
and Lieutenant Colonel Romanenko were reported previously.
2. [redacted] Comment. For copy of the plan for the fuel dump, see Annex 2. 50X1-HUM

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Sketch of Run- and Taxiways at Oranienburg Airfield

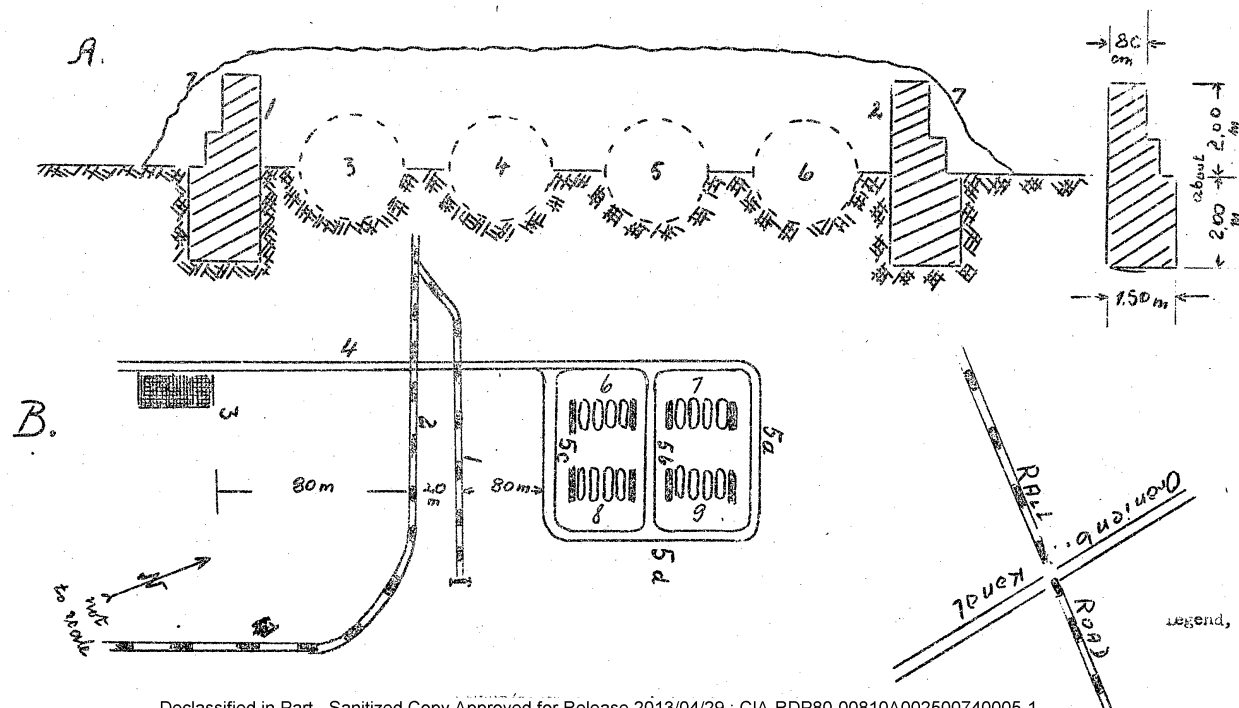


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annex 2

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Sketch of Fuel Dump to be Built at Oranienburg Airfield



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Annex 2

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Legend:

A

1 and 2 2 concrete walls

3 through 6 4 fuel containers with a total capacity of 250,000 liters

7 Layer of earth covering the dug-in containers

A total of 16 fuel containers with a storage capacity of 1,000,000 liters are scheduled to be installed.

B Lay-out of fuel dump

1 Unloading track

2 Track to the airfield

3 Hangar

4 Projected concrete road to fuel dump

5 a, b, c, d Roads facilitating the loading and unloading of fuel

6 through 9 Batteries of 4 fuel containers each

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